

2nd MAY, 1892

- TIME TABLE -

WEATHER PERMITTING, DURING SEASON OF NAVIGATION
(About 1st May to 15th November)

UPPER LAKE
EXPRESS STEAMSHIPS
OF THE



**ALBERTA, ATHABASCA
AND MANITOBA**

BETWEEN

**Owen Sound, Sault Ste. Marie, Port Arthur
and Fort William**

Of Great Northern Transit Co., Ltd.

PACIFIC, BALTIC AND ATLANTIC

AND OF THE

North Shore Navigation Co., Ltd.

City of London and City of Midland

TO

**Georgian Bay and Manitoulin Island Ports
Sault Ste. Marie and Mackinac.**

HENRY BEATTY, Mgr. S.S. Lines and Lake Traffic, TORONTO
R. KERR, General Passenger Agent, WINNIPEG.
D. MONICOLL, General Passenger Agent, MONTREAL

CANADIAN PACIFIC RAILWAY

Train Connections at S. S. MARIE are as follows:

CANADIAN PACIFIC RAILWAY

WESTBOUND	STATIONS	RAILWAY	EASTBOUND
* 8.25 pm	Lv... New York... Ar	N. Y. C.	* 6.15 am
* 7.15 pm	"... Boston... "	B. & M.	* 8.05 am
* 8.15 pm	"... Portland... "	ME. CTL.	* 8.20 am
* 4.00 am	"... Newport... "	CAN. PAC.	* 10.20 pm
† 1.30 pm	"... Halifax... "	INTER-COL.	† 11.10 pm
† 10.40 pm	"... St. John... "		† 1.40 pm
† 8.00 am	"... Sherbrooke... "		† 7.50 "
† 10.51 am	"... St. Johns... "		† 5.08 pm
† 10.03 pm	"... Quebec... "		† 6.30 am
* 11.45 am	"... Montreal, Wind'r St... "		* 3.40 pm
† 1.30 pm	"... Prescott... "	CANADIAN	† 3.20 pm
* 3.40 "	"... Ottawa... "		* 11.35 am
4.50 "	"... Carleton Jc... "		10.20 "
8.08 pm	"... Pembroke... "		7.43 "
1.50 am	"... North Bay... Ar	PACIFIC	2.05 am
4.55 "	"... Sudbury... "		10.55 pm
8.28 "	"... Algoma... "		6.55 "
9.49 "	"... Thessalon... "		5.21 "
10.10 "	"... Bruce Mines... "		4.58 "
11.25 "	"... S. Ste. Marie, Ont... "		3.30 "
11.45 "	Ar S. Ste. Marie, Mich. Lv	Eastern Time	3.15 "
* 10.45 am	Ar S. Ste. Marie, Mich. Lv	Central Time	* 2.15 pm

Duluth, South Shore & Atlantic Ry.—SOUTH SHORE LINE

(Central Time)			
* 11.30 am	Lv... S. S. Marie... Ar		* 1.00 pm
1.20 pm	Ar... Soo Jc... Lv	DULUTH,	11.10 am
* 10.30 pm	"... St. Ignace... "	SOUTH SHORE	8.45 am
5.55 "	"... Marquette... "		7.10 "
8.55 "	"... Negaunee... "	AND	6.27 "
7.05 pm	"... Ishpeming... "		6.17 am
† 8.20 pm	"... Republic... "	ATLANTIC	
7.58 pm	"... Champion... "		5.35 am
8.22 pm	"... Michigamme... "		5.15 am
† 10.33 am	"... L'Anse... "		1.25 pm
* 11.50 am	"... Houghton... "	MINERAL	12.20 pm
* 1.19 pm	"... Calumet... "	RANGE	11.16 am
* 8.45 pm	Lv... Nestoria... "	DULUTH,	* 4.55 am
12.50 am	Ar... Thomaeton... "	SOUTH SHORE	1.35 am
6.45 "	"... West Superior... "	AND	8.35 pm
* 7.00 am	"... Duluth... "	ATLANTIC	* 8.20 pm

Minneapolis, St. Paul & S. S. Marie Ry.—SOO LINE

(Central Time)			
* 11.15 am	Lv... S. S. Marie... Ar		* 1.55 pm
1.05 pm	Ar... Trout Lake... Lv		11.37 am
3.23 "	"... Manistique... "	MINNEAPOLIS	9.23 "
5.00 "	"... Gladstone... "		7.50 "
5.17 "	"... No. Escanaba... "		7.33 "
8.18 "	"... Hermansville... "	ST. PAUL	6.37 "
7.05 "	"... Pembine... "		5.53 "
9.21 "	"... Gagen... "	AND	3.57 "
9.40 "	"... Pennington... "		3.50 "
10.13 pm	"... Rhinelander... "	S. S. MARIE	3.23 "
12.07 am	"... Prentice... "		1.43 am
6.45 "	"... Minneapolis... "		7.35 pm
* 7.25 am	"... St. Paul... Lv		* 8.55 pm

* Daily, Sunday included. † Daily, Sunday excepted. ‡ Daily, except Saturday. ¶ Daily, except Monday. § Refreshment Stations. Trains east of Sault Ste. Marie run on Eastern Standard time; west of Sault Ste. Marie on Central Standard time, or one hour later than Eastern time. Dining cars are run on through trains west of Ottawa. Through Sleeper runs between Boston and St. Paul via Soo Line without change. Time of and connections with foreign lines not guaranteed. Trains run daily, Sundays included, between Boston, Montreal, St. Paul and Minneapolis, via Soo and South Shore Lines.

STEAMER CONNECTIONS AT SAULT STE. MARIE

Canadian Pacific Express S.S. Line:

For Owen Sound—Fridays, Sundays and Wednesdays at 11.00 a.m.

For Port Arthur—Tuesdays, Thursdays and Sundays at 11.00 am.

Great Northern Transit Co., Ltd.:

For St. Joseph Island, Manitoulin Island Ports, Georgian Bay Ports and Owen Sound—Fridays, Sundays and Tuesdays at daylight. [Passengers should board Steamers previous night.]

North Shore Navigation Company, Ltd.:

For St. Joseph Island, Manitoulin Island Ports, Georgian Bay Ports and Owen Sound—Fridays and Mondays, at 4.00 a.m. [Passengers should board steamers previous night].

Lake Superior Transit Company:

For Marquette, Hancock, Washburn, Houghton, Ashland, Bayfield, Duluth—Mondays, Wednesdays and Saturdays at 9.00 a.m. (Central Time).

For Port Huron, Detroit, Cleveland and Buffalo—Sundays, Tuesdays and Fridays at 8.00 a.m. (Central Time). [Subject to change].

Lake Michigan and Lake Superior Transportation Company:

For Milwaukee and Chicago—Tuesdays and Saturdays at 8.00 a.m. (Central Time).

For Marquette, Hancock, Ashland, Duluth, etc.—Tuesdays & Saturdays at 8.00 a.m. (C.Time)

Steamers

For Detour, Mackinac Island, St. Ignace, Mackinaw City and Cheboygan—Daily, except Sunday, at 6.00 a.m. (C.Time). **Returning**—Leave Cheboygan daily, except Sundays, at 6.00 a.m., calling at all above ports. Meas (and berth when required) extra.

CANADIAN PACIFIC RAILWAY

Transcontinental Route—Westbound

Via Toronto, the Great Lakes and Winnipeg, to the Pacific Coast.

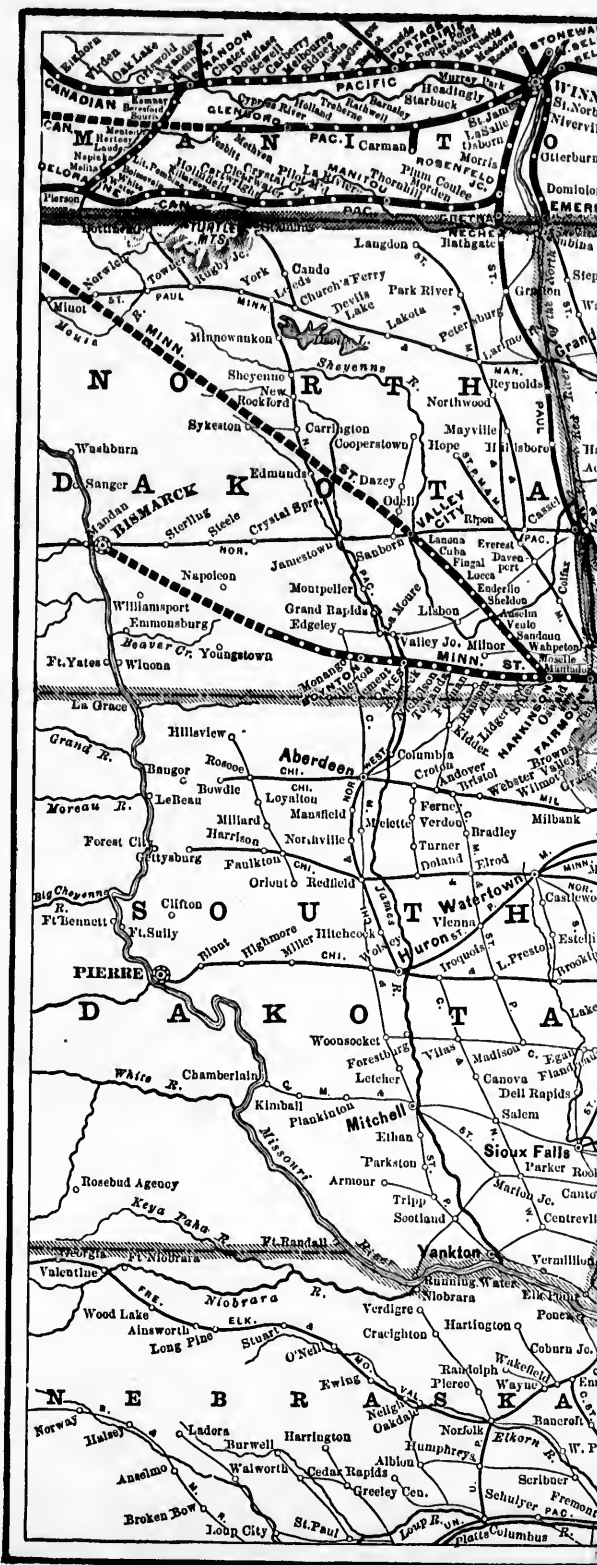
STATIONS	s Pacific Express	DAYS OF WEEK						
		Sat	Su	Mo	Tu	We	Th	Fri
NEW YORK... via Montreal Lv	6.25 pm							
NEW YORK, via Niagara Falls "	10.30 am	Su	Mo	Tu	We	Th	Fri	Sat
BOSTON..... (H. & M.).. "	9.00 "	Sat	Mo	Tu	We	Th	Fri	
PORTLAND..... (Me. Cl.).. "	8.45 am							
HALIFAX, N. S. "	1.30 pm	Fri	Sat	Mo	Tu	We	Th	
ST. JOHN, N. B. "	10.40 pm	Fri	Su	Mo	Tu	We	Th	
QUEBEC	1.15 pm	Su	Mo	Tu	We	Th	Fri	Sat
MONTREAL, Windsor St. |	9.00 "							
OTTAWA	10.45 "							
BROCKVILLE	3.00 "	Su	Mo	Tu	We	Th	Fri	Sat
PRESBOTT	1.20 pm	Sat	Su	Mo	Tu	We	Th	
HAMILTON..... (G.T.R.).. "	9.15 am	Mo	Tu	We	Th	Fri	Sat	
Toronto	11.10 am	Mo	We					
OWEN SOUND	3.20 pm	Mo	We					
Owen Sound (C.P.) Lv	3.20 pm	Mo	We					
S. Ste. Marie (S.S.) Ar	11.00 am	Tu						
Fort Arthur (S.S.) Ar	10.30 am	We	Fri					
Fort William (S.S.) Ar	10.30 am	We	Fri					
PORT ARTHUR, (P.A. & D.) Lv	7.30 pm	We	Fri					
DULUTH..... (S.P.Co.) Ar	12.00 n'n	Th	Sat					
(Central Time)								
PORT ARTHUR... (C.P. Ry.) Lv	14.30	We	Th	Fri	Sat	Su	Mo	
FORT WILLIAM	15.10							
IGNACE	22.15							
RAT PORTAGE	5.00	Th	Fri	Sat	Su	Mo	Tu	
SELKIRK	9.21							
WINNIPEG | (Ar)	10.10							
WINNIPEG | (Lv)	14.20	Th	Fri	Sat	Su	Mo	Tu	We
PORTAGE LA PRAIRIE	16.47							
BRANDON	19.30							
(Mountain Time)								
OAK LAKE	20.50							
MOOSMIN	23.27							
BROADVIEW |	1.30	Fri	Sat	Su	Mo	Tu	We	Th
QU'APPELLE	3.56							
LEBON	5.23							
MOOSEJAW	7.25							
SWIFT CURRENT	12.10							
DUNMORE	17.56							
MEDICINE HAT	18.45							
GLRICHEN	21.05	Sat	Su	Mo	Tu	We	Th	Fri
CALGARY	2.30							
CANMORE	5.55							
BANFF HOT SPRINGS	6.45							
LAGGAN	8.15							
FIELD |	10.00							
DONALD	12.35							
(Pacific Time)								
GLACIER HOUSE |	14.25							
ALBERT CANYON	15.47							
REVELSTOKE	17.02							
CLANWILLIAM	17.32							
KAMLOOPS |	23.00							
NORTH BEND |	7.30	Su	Mo	Tu	We	Th	Fri	Sat
YALE..... Lv	8.45							
MISSION JUNC..... Ar	10.56							
HUNTINGDON JUNC..... Ar	11.35							
NEW WHITCOM, B.B.&C.O.R.D. Ar	13.00							
NEW WHITCOM, G.N. Ry..... Lv	1.10 pm							
SEATTLE..... Ar	5.40 "							
TACOMA N.P. Rd..... Ar	8.20 pm							
PORTLAND..... Ar	7.00 am	Mo	Tu	We	Th	Fri	Sat	Su
NEW WESTMINSTER..... Ar	12.40	Su	Mo	Tu	We	Th	Fri	Sat
VANCOUVER |..... Ar	12.50							
VICTORIA..... Ar	18.00							

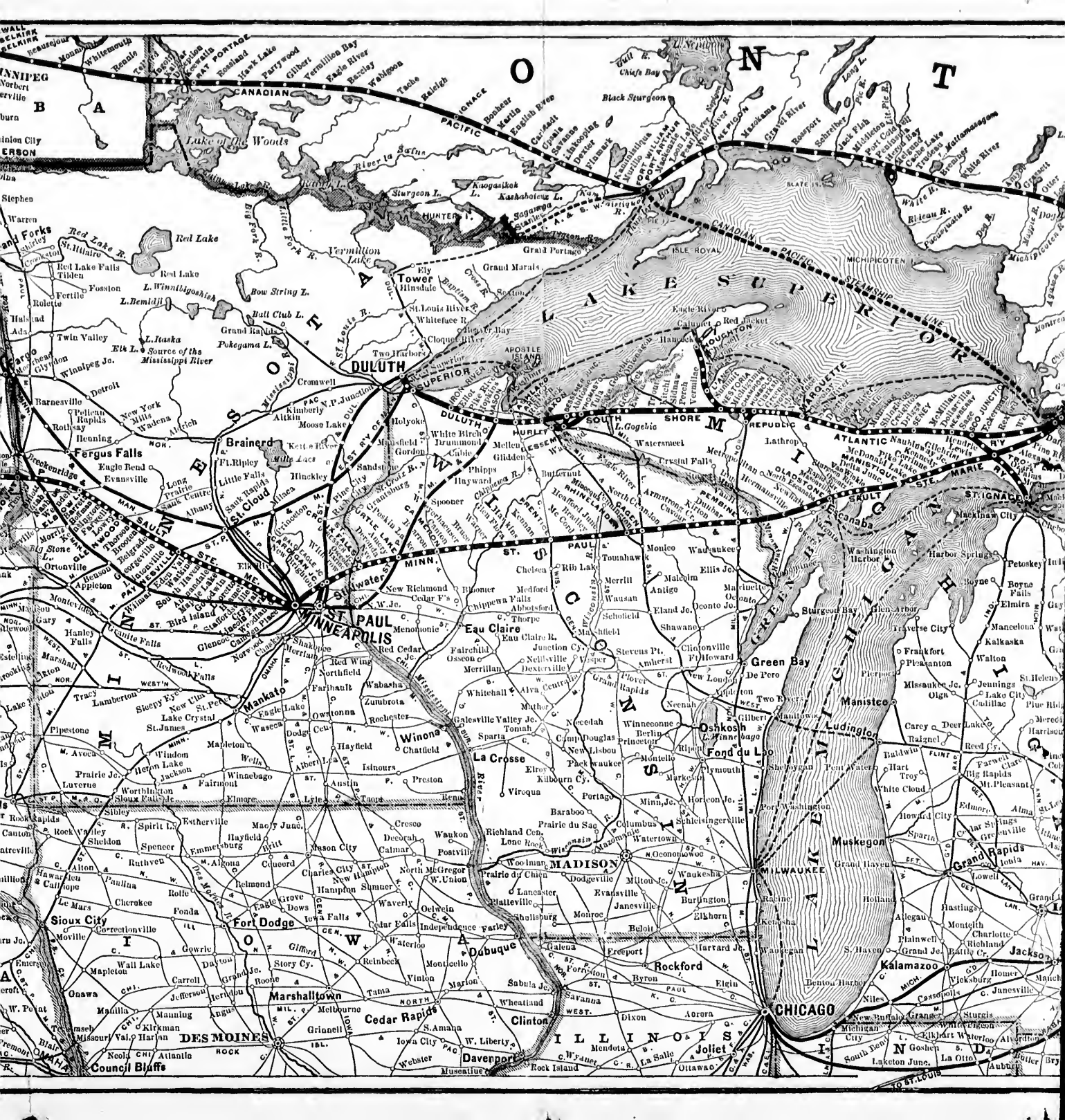
Saturday time is 11.15 p.m., 10.15 p.m. Sunday time is 10.60 a.m.

Flag Stations. s Through Sleeping Cars between Montreal and Vancouver. Refreshment Stations. Dining Cars on these trains. Observation Cars, specially designed to allow an unbroken view of the wonderful mountain scenery, are on these trains between Canmore and Revelstoke, and Lytton and Westminister Junction. Trains run only on days shown in the columns headed "days." On Mondays, Steamer Connection is via New Westminster, arriving Victoria same hours as on other days. When water is low steamers may omit Port Arthur, calling only at Fort William.

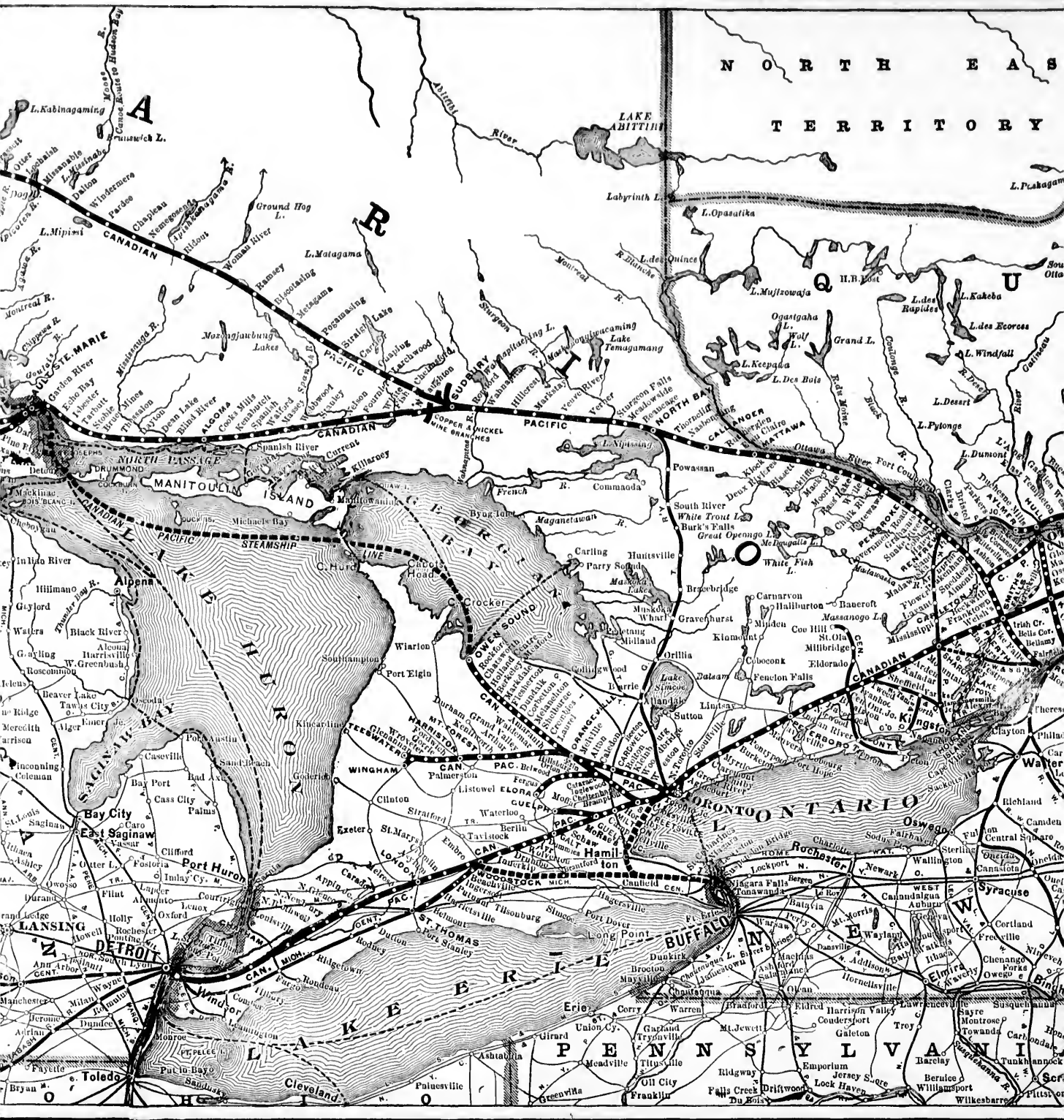
TIME.—24-hour time is in use Port Arthur and west. Time changes one hour at Port Arthur, Brandon and Donald.

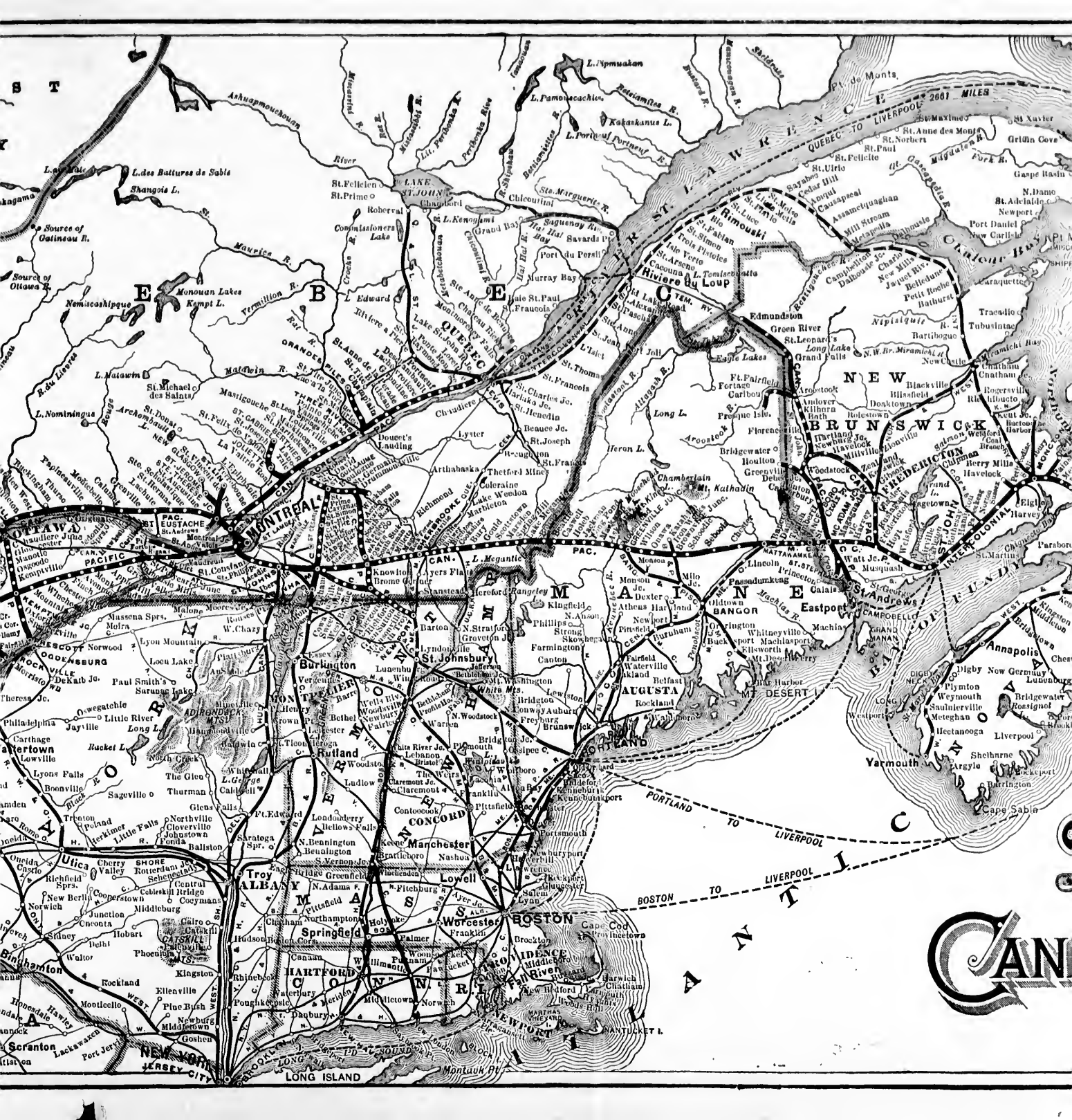
Connections are made at Huntingdon Junc. for all Puget Sound Ports and at Vancouver and Victoria for all British Columbia Ports, Alaska, Portland and San Francisco, and Steamships for China and Japan. For details see current Rail Time Folder.





N O R T H E A S T
T E R R I T O R Y







Map of the

EASTERN LINES

and Connections.

OF THE

CANADIAN PACIFIC

RAILWAY

CANADIAN PACIFIC RAILWAY

Transcontinental Route—Eastbound

VIA WINNIPEG, THE GREAT LAKES AND TORONTO, TO THE ATLANTIC COAST

STATIONS.	Atlantic Express	DAYS OF WEEK.						
		Tu	We	Th	Fri	Sat	Su	Mo
(Pacific Time)								
VICTORIA.....C.P.N. Co. Lv	2.00	Tu	We	Th	Fri	Sat	Su	Mo
VANCOUVER.....C.P.R.	11.20	"	"	"	"	"	"	"
NEW WESTMINSTER.....".....	11.25	"	"	"	"	"	"	"
PORTLAND.....N.P.Rd.	8.05	Mo	Tu	We	Th	Fri	Sat	Su
TACOMA.....C.R. & P.S.N.Co.	7.20	Tu	We	Th	Fri	Sat	Su	Mo
SEATTLE.....G.N.Ry.	9.10	"	"	"	"	"	"	"
NEW WHATCOM.....".....	11.10	"	"	"	"	"	"	"
NEW WHATCOM, B.R. & B.C.Rd.	11.20	"	"	"	"	"	"	"
HUNTINGDON JUNC. C.P.Ry.	15.30	"	"	"	"	"	"	"
MISSION JUNC.....".....	16.17	"	"	"	"	"	"	"
YALE.....".....	17.01	"	"	"	"	"	"	"
NORTH BEND.....".....	20.10	"	"	"	"	"	"	"
KAMLOOPS.....".....	4.18	We	Th	Fri	Sat	Su	Mo	Tu
CLAN WILLIAM.....".....	9.36	"	"	"	"	"	"	"
REVELSTOKE.....".....	10.16	"	"	"	"	"	"	"
ALBERT CANYON.....".....	11.21	"	"	"	"	"	"	"
GLACIER HOUSE.....".....	13.15	"	"	"	"	"	"	"
(Mountain Time)								
DONALD.....C.P.R.	16.30	"	"	"	"	"	"	"
FIELDS.....".....	19.50	"	"	"	"	"	"	"
LAGGAN.....".....	21.00	"	"	"	"	"	"	"
BANFF HOT SPRINGS.....".....	22.25	"	"	"	"	"	"	"
CANMORE.....".....	23.15	"	"	"	"	"	"	"
CALGARY.....".....	2.20	Th	Fri	Sat	Su	Mo	Tu	We
GLEICHEN.....".....	4.40	"	"	"	"	"	"	"
MEDICINE HAT.....".....	10.00	"	"	"	"	"	"	"
DUNMORE.....".....	10.19	"	"	"	"	"	"	"
SWIFT CURRENT.....".....	16.50	"	"	"	"	"	"	"
MOOSEJAW.....".....	21.55	"	"	"	"	"	"	"
REGINA.....".....	23.36	"	"	"	"	"	"	"
QU APPELLE.....".....	1.21	Fri	Sat	Su	Mo	Tu	We	Th
BROADVIEW.....".....	4.05	"	"	"	"	"	"	"
MOOSOMIN.....".....	6.00	"	"	"	"	"	"	"
OAK LAKE.....".....	8.31	"	"	"	"	"	"	"
(Central Time)								
BRANDON.....".....	11.15	"	"	"	"	"	"	"
PORTAGE LA PRAIRIE.....".....	11.14	"	"	"	"	"	"	"
WINNIPEG.....".....	16.30	"	"	"	"	"	"	"
SELKIRK.....".....	17.45	"	"	"	"	"	"	"
RAT PORTAGE.....".....	18.40	"	"	"	"	"	"	"
IGNACE.....".....	23.45	Sat	Su	Mo	Tu	We	Th	.....
FORT WILLIAM.....".....	6.25	"	"	"	"	"	"	"
PORT ARTHUR.....".....	12.30	"	"	"	"	"	"	"
PORT ARTHUR.....".....	13.15	"	"	"	"	"	"	"
(Eastern Time)								
DULUTH (P.A. & D.S.) Lv	7.30 pm	Th	.....	.....	Sat	.....	Tu	.....
PORT ARTHUR (P.Co.) Ar	12.00 a.m.	Fri	.....	.....	Su	.....	We	.....
Fort William.....C.P.S. Line (Lv)	2.00 pm	Sat	.....	.....	Tu	.....	Th	.....
Port Arthur.....".....(Ar)	.....	Sat	.....	.....	Tu	.....	Th	.....
S. Ste. Marie.....".....(Ar)	11.00 am	Su	.....	.....	We	.....	Fri	.....
Owen Sound.....".....(Ar)	10.00 am	Mo	.....	.....	Th	.....	Sat	.....
OWEN SOUND.....C.P.R. ....Lv	10.00 am	Mo	.....	.....	Th	.....	Sat	.....
Toronto.....".....Ar	2.00 pm	"	.....	.....	"	.....	"	.....
HAMILTON.....G.T.R.".....	1.00 pm	"	.....	.....	"	.....	"	.....
PRESCOTT.....C.P.R.".....	9.30 am	"	.....	.....	"	.....	"	.....
BROCKVILLE.....".....".....	2.25 pm	"	.....	.....	"	.....	"	.....
OTTAWA.....".....".....	6.00 am	Tu	We	Th	Fri	Sat	Su	Mo
MONTREAL, Windsor Station.....".....	8.05 am	"	"	"	"	"	"	"
QUEBEC.....C.P.R. ....Ar	3.00 pm	"	"	"	"	"	"	"
ST. JOHN, N.B.....C.P.R. ....Ar	1.45 pm	We	Th	Fri	Sat	.....	Mo	Tu
HALIFAX, N.S.....I.C.R. ....Ar	11.10 pm	"	"	"	"	.....	"	"
PORTLAND.....Me. Cl. ....Ar	8.00 pm	Tu	We	Th	Fri	Sat	Mo	Tu
BOSTON.....B. & M.".....	8.50 pm	"	"	"	"	"	"	"
NEW YORK, via Niagara Falls.....".....	10.10 am	Tu	We	Th	Fri	Sat	Su	Mo
NEW YORK, via Montreal.....Ar	6.45 am	We	Th	Fri	Sat	Su	Mo	Tu

Sunday time is 10.03 p.m., Monday time is 8.05 a.m.

Elag Stations. sThrough Sleeping Cars between Vancouver and Montreal. Refreshment Stations. Dining Cars on these trains. Observation Cars, specially designed to allow an unbroken view of the wonderful mountain scenery, are on trains between Westminister Junction and Lytton and Revelstoke and Canmore. Trains run only on days shown in the columns headed "days." rOn Mondays, Steamer Connection is via New Westminster, leaving Victoria same hours as on other days. Wh n water is low steamers may on ll Port Arthur, calling only at Fort William.

TIME.—24-hour time is in use Port Arthur and west. Time changes one hour at Port Arthur, Brandon and Donald.

Steamship Lines ply to Victoria and Vancouver from China, Japan, San Francisco, Alaska and all British Columbia Ports, and passengers from all points in Southern California, Oregon and Puget Sound make connection with Canadian Pacific Ry., via the new rail line from Seattle and New Whatcom to Huntingdon Jct. For details see current Rail Time Folder.

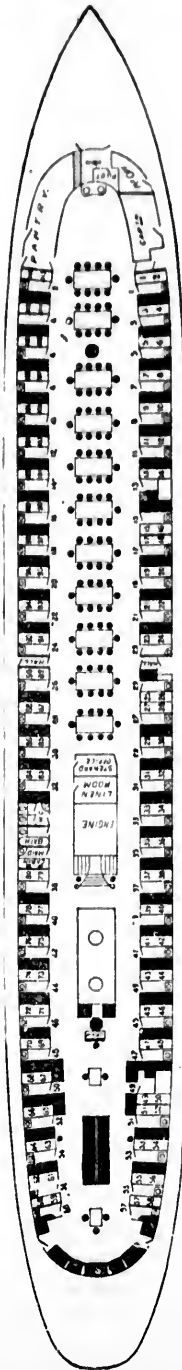
CANADIAN PACIFIC RAILWAY

Canadian Pacific Steamship Line

CONSISTING OF THE EXPRESS STEEL STEAMSHIPS

"ALBERTA," "ATHABASCA" AND "MANITOBA"

Cabin Diagram of the Express Steamships "Alberta" and "Athabasca."



The Steamship "Manitoba," being 30 feet longer, has 10 additional berths.

ARE INTENDED, DURING SEASON OF LAKE NAVIGATION (from about 1st May to 15th Nov.) TO MAKE TRI-WEEKLY TRIPS IN EITHER DIRECTION (Weather and Water Permitting) BETWEEN

OWEN SOUND, SAULT STE. MARIE, PORT ARTHUR and FORT WILLIAM

These Steamships are fitted up with every modern appliance for speed, comfort and safety—they are unrivalled on the lakes. The Manitoba is 300 feet long, 2,600 tons burthen; the Alberta and Athabasca are 270 feet long, 2,300 tons burthen. Each stateroom is electric lighted. The odd numbers on above diagram represent upper berths, the darkened part in stateroom represents the sofa. ■

FIRST CLASS ROUND TRIP AND TOURIST TICKETS INCLUDE MEALS AND BERTHS: SECOND CLASS, COLONIST AND EMIGRANT TICKETS, DECK PASSAGE ONLY

CANADIAN PACIFIC RAILWAY

From **JUNE 1st** until **30th SEPTEMBER**

Tickets will be sold, good for return till 31st October, 1891,
at the following

GREATLY REDUCED RATES

**TO PORT ARTHUR and FORT WILLIAM
and RETURN**

From Toronto, \$30 From Montreal, \$45

Route—Lake Route both ways, or by Rail going, Lake returning,
or *vice versa*.

TO SAULT STE. MARIE AND RETURN

From Toronto, \$16 From Montreal, \$31

Route via Lake only. Add \$2.00 to above rates for route going via
Rail and North Bay, and returning via Lake. \$2.00 extra will also be
charged when by Great Northern Transit Co.'s Steamers July and Aug-
ust, etc., when Steamers call at Mackinac.

TO MACKINAC AND RETURN

JULY AND AUGUST (A FEW TRIPS MAY BE MADE IN SEPT.)

From Toronto, \$18 From Montreal, \$33

Via Great Northern Transit Co.'s Steamers only.

Tickets not good after Steamers cease calling at Mackinac.

TO DULUTH AND RETURN

From Toronto, \$32 From Montreal, \$47

Via Lake Route throughout, Canadian Pacific Steamships to Fort
William thence Port Arthur & Duluth Steam Packet Co'y, or by Express
or local Steamers to S. Ste. Marie, thence Lake Superior Transit Co.,
Lake Michigan and Lake Superior Transportation Co.'s Steamers, or

DULUTH SOUTH SHORE & ATLANTIC RY.

**MEALS AND BERTHS ON STEAMSHIPS ARE
INCLUDED IN ABOVE RATES**

Passengers may travel by Canadian Pacific Express Steamships or
local Steamers between Owen Sound and Sault Ste. Marie one way or
both ways, but by Canadian Pacific Steamships only between Sault Ste.
Marie and Port Arthur and Fort William.

Corresponding low rates quoted from all other stations and to num-
erous other Upper Lake points. If further particulars are desired, get
a copy of our Summer Tours, or apply to any Agent of the Canadian
Pacific Railway Co.

TICKET OFFICES AT PRINCIPAL POINTS

BOSTON, MASS.....	H. J. Colvin, 197 Washington Street.
BUFFALO, N. Y.....	E. P. Allen, 14 Exchange Street
BELLEVILLE	S. Burrows
BROCKVILLE.....	Geo. E. McGlade, 145 Main Street
GALT.....	J. W. Taylor, Main Street
GUELPH	J. Heffernan, cor. Wynd'm & McDonald Sts.
HALIFAX.....	C. R. Barry, 126 Hollis Street
HAMILTON	W. J. Grant, 8 James St. South
KINGSTON.....	Ticket Agents K. & P. and B. of Q. Ry.
LONDON	T. R. Parker, 1 Masonic Building
MONTREAL.....	{ 266 St. James Street Windsor Street Station
OTTAWA	J. E. Parker, 42 Sparks Street
PETERBORO.....	T. E. Boddy, George Street
QUEBEC.....	J. W. Ryder, St. Louis Hotel
SHERBROOKE.....	George Duncan, 6 Commercial Street
ST. JOHN, N.B.....	H. Perley, Chubb's Corner.
ST. PAUL, MINN.....	C. E. Dixon, 183 East Third Street.
ST. THOMAS.....	G. T. Claris
TORONTO	{ Union Station, North Side Parkdale Station 24 York Street 1 King Street East
WOODSTOCK.....	C. H. Hill, 432 Dundas Street

W. E. CALLAWAY, District Passenger Agent, 1 King St. East, Toronto.

W. F. EGG, District Passenger Agent, 266 St. James St., Montreal

J. F. LEE, District Passenger Agent, 232 South Clark St., Chicago, Ill

C. E. McPHERSON, Asst. Genl. Pass. Agt., Atl. Div., etc., St. John, N.B.

C. SHEEHY, District Passenger Agent, 11 Fort St. W., Detroit, Mich.

E. V. SKINNER, General Eastern Agent, 353 Broadway, New York

Or to any Agent of the Canadian Pacific Railway

CANADIAN PACIFIC RAILWAY

The Upper Lake Express Steamships of the
Canadian Pacific Railway are the

Alberta and Athabasca

BUILT OF STEEL, ON THE CLYDE
EACH 270 FEET LONG, AND 2,300 TONS BURDEN,
AND THE

☀ MANITOBA ☀

ALSO BUILT OF STEEL, AT OWEN SOUND, 300 FT. LONG,
2,600 TONS BURDEN, ALL RECENTLY FITTED
WITH PROMENADE DECK OVER SALOON.

ALL STATEROOMS ARE ELECTRIC LIGHTED

And fitted up with every Modern Convenience. They are
unrivalled on the Lakes, being more like Ocean Steamships
than the usual Lake Steamship.

The Intended Sailings are as follows :

UP TRIP

- Lv. OWEN SOUND 3.20 p.m.** on arrival of Steamship Express which
Leaves TORONTO at 11.10 a.m. Mondays, Wednesdays and
Saturdays.
- Lv. SAULT STE. MARIE 11.00 a.m.** Tuesdays, Thursdays and
Sundays.
- Ar. PORT ARTHUR 10.00 a.m.** Wednesdays, Fridays and
Mondays.
- Ar. FORT WILLIAM 11.00 a.m.** Wednesdays, Fridays and Mondays

DOWN TRIP

- Lv. FORT WILLIAM 12.45 p.m.** on arrival of Atlantic Express from
Vancouver and Winnipeg Thursdays, Saturdays and Tuesdays.
- Lv. SAULT STE. MARIE 11.00 a.m.** Fridays, Sundays and Wed-
nesdays.
- Ar. OWEN SOUND 10.00 a.m.** Saturdays, Mondays and Thursdays.

Steamship Express Train leaves Owen Sound for Toronto immedi-
ately on arrival of Steamships, Toronto being reached in about 4 hours.

Passengers to Winnipeg, the Canadian North-West, and
the Pacific Coast, only occupy 12 hours longer by this Lake
Route than by Rail Route from Toronto, and 24 hours from
Montreal.

When water is low on Lake Superior, Steamships may
omit Port Arthur, calling only at Fort William. In such cases
ticket holders to Port Arthur or beyond will be supplied, if
they so desire, with Rail Transportation from Fort William to
Port Arthur. Fort William is situated about 5 miles west-
ward from Port Arthur, on the Kaministiquia River.

Berths can be secured in these Steamships through
any Agent of the Company from the office of the
District Passenger Agent at Toronto.

CANADIAN PACIFIC RAILWAY

ARRANGEMENTS HAVE BEEN MADE WHEREBY THE
STEAMERS OF THE

Great Northern Transit Company

LIMITED

THE "PACIFIC," "BALTIC"
AND "ATLANTIC"

—AND OF THE—

North Shore Navigation Co.

LIMITED

THE "CITY OF LONDON"

—AND THE—

"CITY OF MIDLAND"

WILL LEAVE

OWEN SOUND

AT 10.40 P.M.

On arrival of the Georgian Bay Express Train which leaves Toronto
at 5.25 p.m.

Great Nor. Transit Co.

—ON—

**TUESDAYS, THURSDAYS
and SATURDAYS**

Calling at following Ports:—

Killarney, Manitowaning, oLa
Cloche, Little Current, Kagawong,
Gore Bay, Spanish River
oBushwell's Mill, Serpent River
Algoma Mills, Blind River, Meldrum
Bay, o Cockburn Island,
Thessalon, Bruce Mines, Hilton,
Richard's Dock, Port Findlay,
Garden River, S. S. Marie, Ont.
S. S. Marie, Mich.

And arriving S. S. Marie
evenings of **Thursdays, Satur-
days and Mondays**. Returning,
leaving S. S. Marie, daylight, **Fri-
days, Sundays and Tuesdays**.
(Passengers should board steamers
previous night). And reaching
Owen Sound evenings of **Satur-
days and Mondays**, and **Thurs-
day** mornings.

North Shore Nav. Co.

—ON—

TUESDAYS and FRIDAYS

Calling at following Ports:—

Killarney, Manitowaning, Lit-
tle Current, Kagawong, Gore
Bay, Spanish River, Serpent
River, Algoma Mills, Blind
River, Meldrum Bay, Cook-
burn Island, Thessalon, Bruce
Mines, Hilton, Garden River,
S. S. Marie, Ont., S. S. Marie,
Mich.

And arriving S. S. Marie, about
4.00 p.m., **Thursdays and Sun-
days**. Returning, leaving S. S.
Marie, about 4.00 a.m., **Fri-
days and Mondays**. (Passengers
should board steamers previous
night). And reaching **Owen Sound**
evenings of **Saturdays and Tues-
days**.

o Calls only when passengers to land.

During **JULY** and **AUGUST**, the above Steamers on the Eastbound
Trip will call at

MACKINAC ISLAND

Some variation is then made in Eastbound sailing time to admit of
about a day's stop-over at Mackinac to give excursionists an opportunity
of visiting the many places of interest on this picturesque and attractive
Island.

Berths secured through any Agent of the Canadian Pacific
Ry., from the office of the District Passenger Agent, Toronto.

CANADIAN PACIFIC RAILWAY

→* HOLIDAYS *←

ON THE

UPPER LAKES

One of the most popular holiday and health trips now offered to the public is that provided by the Canadian Pacific Railway's steamship service on the upper lakes. Toronto as starting point is easily reached from any point in Ontario or Quebec, the eastern or northern States, or by passengers on any of the lines running into Buffalo, where, at the Canadian Pacific Railway ticket office, tickets can be obtained for any point on the lakes. There are two routes through these western waters; one by the Georgian Bay and south of the Great Manitoulin Island, through Lake Huron to Sault Ste. Marie, and thence on through Lake Superior to Thunder Bay with its two ports, Fort William and Port Arthur, and the other by the Georgian Bay and the islands of the North Channel, that is, north of Manitoulin by Killarney, Little Current and numerous other places to the Sault.

To Sault Ste. Marie and Thunder Bay

Everyone who has read Hiawatha must have resolved that to float on the waters of the "Gitchie Gumee" is a duty incumbent on every American and Canadian citizen, as well as an enjoyment to be anticipated by men of all nationalities. Hitherto the pleasure travel on the great fresh water sea has been to some extent restricted by a want of confidence in the vessels navigating that lake.

That restraining consideration has been removed by the Canadian Pacific Railway. First by land, first by water, and first in the enterprises of its country, the great transportation company has provided three large steamers, constructed on the model of ocean liners, replete with the comforts of the Atlantic greyhounds, and combining speed, safety and luxury, for their Owen Sound and Thunder Bay route.

Three times a week a special steamship express train leaves Toronto (11.10 a.m. Mondays, Wednesdays and Saturdays) for Owen Sound.

The run up the Caledon range of hills and across the well farmed neck of the Ontario Peninsula is made in four hours, including a stop at Orangeville for luncheon.

Owen Sound, the eastern terminus of the Company's Lake Steamship service, is situated at the head of the Sound surrounded by an amphitheatre of hills and cliffs, and would well repay the visitor for a day's stop. There are many pretty drives and falls, Inglis Falls being specially attractive. The boating is good and safe. Those not desiring to stop over here will find the express steamship waiting ready to leave on arrival of the train. Two of the three steamships of the Line, the Alberta and Athabasca, were built on the Clyde and were brought up the St. Lawrence River in sections. They are built of steel, are 270 feet in length and 2,300 tons burden. The third, the Manitoba, is 300 feet in length and 2,600 tons burden. This steamship, also of steel, was built at Owen Sound, and is in her second season's service. All three are fitted with every modern appliance for comfort and speed. The rooms are electric-lighted throughout, and are comfortably furnished. The saloon and dining-room are luxuriously equipped. There is an extensive promenade deck over the main saloons, and no trouble has been spared in providing for the convenience of summer tourists.

CANADIAN PACIFIC RAILWAY

Very few people are aware of the attractive features of an Upper Lake voyage. The Thousand Islands of the St. Lawrence are known to every one, but the 10,000 islands of Georgian Bay are seldom heard of.

Leaving Owen Sound at 3.20 p.m., the steamship skirts the western coast of the Indian Peninsula, past Colpoy's Bay, Cabott's Head and numerous other headlands, until long after sundown, when the fresh air has driven every one to bed, Lake Huron is entered, the course being along the south coast of the Great Manitoulin Island and the group of smaller islands to the west of it. In the early morning we



SAULT STE. MARIE RAPIDS,

SHOWING CANADIAN PACIFIC RAILWAY BRIDGE.

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are again close to land entering the narrow Detour passage, the main route for all steamships to and from Lake Superior. Dozens can be seen like ourselves making for the passage in the early morning, but those under weigh as well as those who have anchored in the passage between Detour and S. S. Marie over night, are passed one by one, for the Upper Lakes have no rivals in speed to the C. P. R. steamships. Midway up the channel eastbound craft of all styles and dimensions are met, the channel east of S. S. Marie not being navigable by night, the early morning sees the overnight accumulation of shipping at S. S. Marie start on its way. Passing up Lake George and Mud Lake before the

CANADIAN PACIFIC RAILWAY

River St. Mary is reached, 12 miles from the Sault, a magnificent panorama of hills is seen. The river channel is narrow and intricate, and the current strong, but presents no difficulties to the steamers of the C. P. R. Co.

At S. S. Marie, which is reached about 10.00 a.m., a halt of about an hour is made to let the steamer enter the immense lock and be lifted 16 feet to the level of Lake Superior. Passengers generally go ashore while the lock passage is being made, to view the interesting works of the lock, and witness the silent movement of its gate worked by hydraulic machinery, or to wander through the pretty surrounding gardens and view the turbulent mile-wide rapids where Lake Superior empties itself, and if needs be to descend them in the bark canoe of the ever-present Indian. The views and facilities for sport in and around S. S. Marie are so numerous that it is fast becoming a tourist resort of the first class. Numerous summer hotels, pleasantly situated, are to be found on both the Canadian and American sides of the St. Mary's River. Volumes might be written concerning this locality, but it is only the intention to here give a brief outline of the lake trip. Steamships for all ports leave Sault Ste. Marie almost daily. The Canadian Pacific Railway Company have spanned the great rapids with a magnificent bridge two miles long, and its lines run from here to the seaside, Montreal, Quebec, Boston, Portland, etc. The Duluth, South Shore & Atlantic Railway runs from here along the south shore of Lake Superior to Duluth, and also to Mackinaw. The Soo Line extends through Gladstone and Escanaba to St. Paul and Minneapolis. Rail or steamship connection can be made for Chicago.

Leaving Sault Ste. Marie about 11.00 a.m., the gloriously clear waters of Lake Superior are entered on, the air is cool and bracing and overcoats are recommended. Lake Superior waters are always icy cold, they would chill to the marrow if bathed in. All afternoon with land on both sides we speed westward, and as night descends we are on the greatest fresh water ocean in the world, "Brother to the Sea," and out of sight of land. From June till near the end of September the lakes are scarcely ruffled, so the timid need not fear seasickness. Get up early next morning. Lake Superior has been crossed, land is in sight, the bold heights of Isle Royal loom up in the distance, while beyond may be seen Thunder Cape, "The Giant Asleep," so called from its striking resemblance to a resting human figure.

Rounding the Cape, we speed, 18 miles, across Thunder Bay to Port Arthur, when depth of water permits, where a short stop is made, and then on up the Kaministiquia River about five miles to Fort William, the western terminus of the Steamship Line.

Rail connection is made with the Canadian Pacific Railway at Fort William for Winnipeg, the Prairies, the Rockies, the Pacific Coast, and even beyond to Alaska and the Orient, the wonderlands of China and Japan, "Westward to the far East." The Canadian Pacific Railway gives all its western passengers the choice of its Lake route as just described, or its Rail route by the north shore of Lake Superior.

Eastward from Port Arthur the Railway extends to the far-famed fishing resorts on the north shore, the Nepigon, the Steel, etc., etc., where the finny speckled monsters are most abundant. On to Ottawa, Toronto, Montreal and the seaside. Many tourists vary their route, returning by rail instead of by boat, a change which the Company allows without any additional charge. A week can very easily and pleasantly be spent in and around Fort William and Port Arthur, the natural attractions are so many. Those returning by same steamship, however, will only have about 30 hours. They can live and take their meals on board the steamship, or on shore, as they may choose. A railway will this season be opened to the beautiful falls of Kakabeka. They are well worth seeing, the fall being greater than that of Niagara and the volume of water large.

The Steamers of the Port Arthur & Duluth Steam Packet Co'y leave Port Arthur for Duluth on Mondays, Wednesdays and Saturdays.

Returning the route is the same as described westward. Lakes Superior and Huron are crossed in the night, the most interesting parts of the trip are performed in daylight. Owen Sound is reached in five days from the time it was left, an express train is in waiting, and Toronto inside of four hours practically finishes an "Upper Lake" journey that is never forgotten, and is referred to by all who have taken it as a most pleasant experience.

CANADIAN PACIFIC RAILWAY

Meals and borths are included in the fares on the Upper Lake Steamships, there are no extras, unless it be the extra good quality of everything supplied. A trip to Lake Superior can be taken at about the cost of living at a hotel.

To Georgian Bay, Manitoulin Island, Sault Ste. Marie and Mackinac

Besides the Railway Company's Express Steamships, the upper cabin steamships of the Great Northern Transit Company, the "Pacific," "Baltic" and "Atlantic," and the North Shore Navigation Co'y, the "City of London" and the "City of Midland," leave Owen Sound Tuesdays, Thursdays, Fridays and Saturdays at 10.40 p.m. on arrival of train which leaves Toronto at 5.25 p.m.

These steamers do not go west of Sault Ste. Marie, but their route varies from those of the express steamships. Instead of going by the south of Manitoulin Island, it runs by the north through the narrow channels among the numerous islands, calling at many interesting ports. The same speed is not attained as on the express steamers, but it is not wanted, this is a lazy holiday, the brain is resting, so are the limbs. Thousands take this trip year after year. During July and August the return route is varied by a call at Picturesque Mackinac Island, where the greater portion of a day is spent. The trip is as attractive in its way as any that can be conceived, occupies from 4½ to 5 days, and will repay any one whose holiday is limited. Berths and meals are included in the fare.

====MACKINAC====

Situated at the western end of the Straits of Mackinac, the central point of the three great lakes, Mackinac embodies in itself all the enchanting features of northern lake scenery, and is simply unapproachable as a summer resort. It is some nine miles in circumference, and rises at the highest point a trifle over 300 feet above the waves that break against its rocky buttresses, and its appearance suggests the idea at once that it had been pushed bodily up from the cold green depths to its present position, bearing countless tokens of the magical power of water in shaping weird designs from masses of rock. All but a small portion of it is reserved by the United States Government for a National Park, and a spot better suited for such a purpose could not be desired. It is a stronghold of mystery and romance, and in olden days the Indians believed it to be the home of fairies, and the birth-place of Mena-bosho, the Hiawatha of Longfellow, and here that wizard of song found many of the legends so cunningly woven into his famous poems.

Far back in the past it was the rendezvous for the daring French voyagers, and the scene of many a thrilling adventure in the lives of the venturesome Marquette, Nicollet, Hennepin and LaSalle, and it has overlooked deeds of blood and outrage in Indian troubles, while upon it were fought two battles of the War of 1812. It belonged to France from 1610 to 1761, then surrendered to England, and again yielded to the United States in 1796, only to be retaken by the English in 1812, and once again restored to the States by the treaty of Ghent in 1815.

It is now one of the most popular of summering places, with grand hotels, with every facility for enjoyment and the study of its manifold curiosities. Greatest of these is the magnificent Arch Rock that has excited the admiration and wonder of thousands, a monument of the miracle working power of waves upon stone during ages of unceasing action. From the face of a precipice 200 feet high is a huge stone projection, supported by an arch 149 feet high at its summit, and from this vantage point is an entrancing view commanding a sweep of fifty miles. Every tourist will of course visit it, for it is the most interesting and impressive spectacle of all the romantic phenomena of the island. Others there are in plenty, but this is the masterpiece, and we will leave the tourist to discover the less noted features, the caves and natural stairway, and the scenes of fabled or historic deeds for himself.